

SECRET

(When Filled In)

FILE INFO

REPRODUCTION PROHIBITED

ACTION	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

NNNS E C R E T 282331Z FEB 69

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IDEALIST

REF:

DTD 27 FEB 69

SUBJ: LACK OF PAINT TENACITY

AS A RESULT OF THE PAINT PROBLEM EXPERIENCED AT DAVIS MONTHAN ON 061 AND 062, THE FOLLOWING PROGRAM WAS ESTABLISHED.

THESTS WERE RUN IN OUR CHEMICAL LAB WITH SUCCESSFUL RESULTS DUPLICATING THE PROBLE, THAT IS, PAINT PEELING TO THE BARE METAL AS A RESULT OF PROLONGED WATER SOAKING AND EXPOSURE TO FLIGHT. THE PROBLEM APPEARS TO BE TWO-FOLD:

- A) IN SOME INSTANCES WHERE THE PAINT HAS PEELED, IT APPEARS SURFACE PREPARATION MAY HAVE BEEN INADEQUATE.
- B) PROLONGED PAINT EXPOSURE TO RAIN AND ENSUING FLIGHT.

25X1 [] HAS DEVELOPED A PROCESS TO IMPROVE THE DURABILITY OF THE NEXTEL SUEDE COATING. ARTICLE 061 IS SCHEDULED FOR PARTIAL RE-PAINTING USING THE NEWLY DEVELOPED TECHNIQUE WITHIN THE NEXT WEEK. IT IS ANTICIPATED AFTER SOME EXPERIENCE IS GAINED UTILIZING THE NEW PROCESS, []

25X1

NRO review(s) completed.

Approved For Release 2005/05/16 : CIA-RDP75B00159R000400020015-0
CLASSIFIED MESSAGE

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WILL DISBURSE A TEAM TO THE VARIOUS LOCATIONS TO RE-PAINT
THOSE ARTICLES EXPERIENCING THIS PROBLEM. IN GENERAL,
THE LOSS OF PAINT HAS BEEN EXPERIENCED ONLY ON THE LEADING
EDGES AND UPPER SURFACES OF THE AIRCRAFT. WE DO NOT
ANTICIPATE STRIPPING AND RE-PAINTING THE COMPLETE AIRCRAFT,
BUT RATHER THOSE AREAS WHICH HAVE PROVEN TROUBLESOME. TO
STRIP THE ENTIRE AIRCRAFT WOULD REQUIRE AN EXCESS OF TIME.

25X1AS [] PROGRESSES ON THIS PROGRAM, ALL ADDEES WILL BE
INFORMED.

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